NSIDE

Back in the loop

prices since the credit freeze. 3 signaling a sharp decrease in first sale of the year is near, The downtown office market's



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Believing the worst of the downturn is over, Chicago's Charlie Trotter cooks up growth plan.

PAGE 3

INSIDE

Turning up the flame

New case race

and insurers pay for, new technologies. heats up as hospitals invest in, Competition for stroke patients

Stuck in the middle?

bid spawns doubts about

High-stakes Cadbury

Kraft's turnaround

summate insider James Tyree As the Sun-Times takes on city's elite, potential buyer and conlikely would get phone calls. 3

FOCUS



strategy that's just starting to hear fruit. With help from a recovering economy, even Kraft's long-dor-

have spent the next couple of years reaping the benefits of a turnarounce

Rosenfeld could

BY DAVID STERRETT

Buying in to the biz

a trans-Atlantic acquisition that would overshadow everything she

See KRAFT on Page 8

be the best way to get there. 19 undeniable. Buying a business may For some, the drive to be boss is

WHY KRAFT WANTS CADBURY

GUM
Cadbury is the world's No. 2 gum
maker, with about 30% marketshare and brands such as Trident
and Dentyne. Gum is a fast-growing
category in developing markets.

In addition to its popular name-sake chocolate bars and eggs, Cadbury owns the Sour Patch and Halls lines. The new brands would comple-ment Kraft's Milka and Toblerone.

DAIRY MILE

BUSINESS OF LIFE



Difficult dealings

former clients. 27 Art gallery owner Richard Love faces a handful of lawsuits by



Classified Dining Info Junkie Markets Opinion People Society

In the Clark co-chairs spotlight ComEd's Frank



WACKER COLUMBUS Current bike path Navy Pier but how to pay for it? Lakefront trail would fix Navy Pier bottleneck,

BY PAUL MERRION

The Daley administration is reviving plans to build an elevated pathway to keep bicyclists and pedestrians off the streets near Navy Pier, roughly doubling the original cost to \$40 million by extending and revamping the route across the Chicago River to fix the biggest tooke point in the 18-mile

The only question is how to pay

hole in hexed project Loews' exit leaves another

BY THOMAS A. CORFMAN

Loews Hotels has walked away from an agreement to build a high-end hotel as part of the Block 37 development, despite getting the site for \$1, dealing another blow to a downtown project dogged by decades of delays and other setbacks.

snubbing the star-crossed project at State and Randolph. Twenty years after Mayor Richard M. Daley cleared land for what he envisioned as a showpiece complex of offices, shopping, condominiums and hotel rooms, only the office portion is complete, with the retail segment expected to open in phases starting this year.

The bargain price for Loews was part of Loews follows Apple Computer Inc. and the David Barton health club chain in

Kraft CEO Irene Rosenfeld

See BLOCK 37 on Page 12

Hall peddles \$40-mil. bike path



money and a mix of state, local and private dollars. for the expansion of the 10-year-old plan. Funding will probably come from a big chunk of federal

Construction is planned to start next year. To pay for it, the city is now seeking an additional \$13.7 million in federal highway money set aside for projects that reduce pollution by taking cars off the road, on top of \$8.6 million regestion Mitigation and Air Quality program could eventually pay up ceived years ago for design and engineering work. The federal Congestion Mitigation and Air Quality

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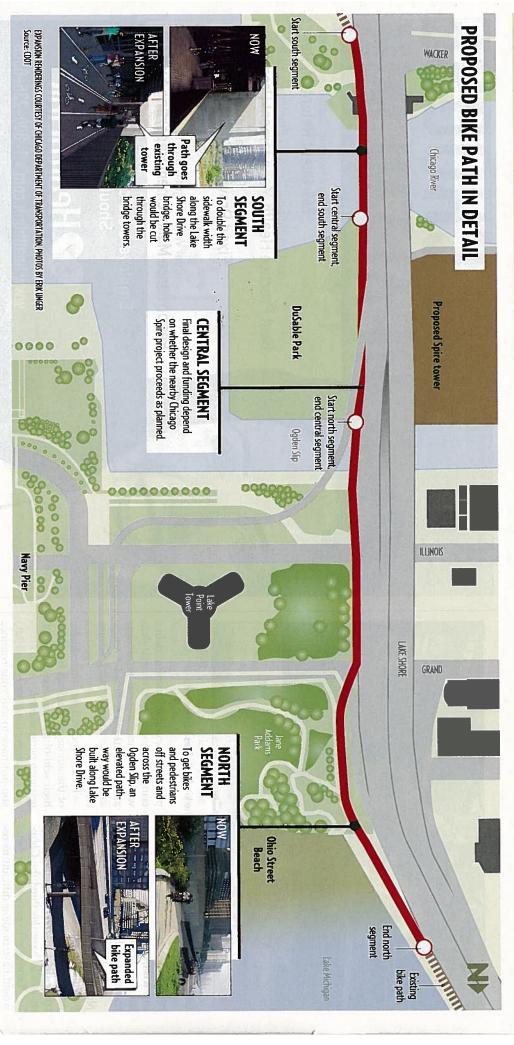
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Chicago business.









Hall revives, expands Navy Pier flyover plan, but funding isn't clear

to 80% of the cost PATH from Page 1

Millennium Park and bike rental stations were built, the Navy Pier area saw 442 cyclists, 21 skaters ready heavily used by downtown commuters. The Navy Pier flyover and 98 runners or pedestrians during a typical morning rush hour, project is expected to encourage even more travel by bicycle instead of car. A decade ago, before nearby lakefront ont bike path is alused by downtown

ing a typical more according to a city survey.

"It has always been identified as one of if not the worst pinch points along the lakefront path system," says Erma Tranter, president of Friends of the Park, a lakefront advocacy group. "Some of these high-cost items tend to be a critical piece" of the city's infrastructure, she adds. "Like Millenabout the cost, but when it's done, there's no question about nium Park, people complained ost, but when it's

> spite a last-minute protest by a suburban mayors group that Chicago's plan was sucking up a third of the available money for unanimously approved the Navy Pier flyover project last week deare distributed across the region, unanimously approved the Navy the Chicago Metropolitan Agency for Planning, which determines how congestion mitigation funds A site selection committee for

"Ultimately, it is a good project," says Mark Fowler, executive director of the Northwest Municipal Conference, adding that his group plans no further protests. "We just wanted to state our concern that maybe, because of the size of the project, we should all work together to find another funding source."

hurdle, it still faces further review by CMAP, the Illinois Department of Transportation and the Federal Highway Administration before While the plan cleared its first

> SAFE AND CONVENIENT ROUTE OF GRANT PARK. **BEACH AND THE NORTH END** BETWEEN OHIO STREET **FOR BIKES AND PEDESTRIANS** THE PROJECT WOULD CLEAR A

Drive and have paid for much of the city's bike promotional efforts.

Eventually, the Navy Pier flyover would clear a safe and convenient route for bikes and pedesfunds are disbursed. In the past, congestion mitigation funds have been used for projects such as the \$10-million underpass at Solidarity

trians between Ohio Street Beach and the north end of Grant Park, fixing the biggest single roadblock facing Mayor Richard M. Daley's goal of making Chicago "the most bike-friendly city in the United States."

"It has been our highest priority," says Rob Sadowsky, executive director of the Active Transportation Alliance, a Chicagobased biking advocacy group.

"The mayor himself was really interested in not just a fix for the terested in not just a fix for the lakefront path but a design fix for the lakefront irself."

The problem that shelved the original plan in 2002 was that the elevated pathway at Navy Pier and across the Ogden Slip would have dumped bikers and pedestrians at a choke point farther south when they got to the Chicago River, where the sidewalk across the bridge is only 6 to 8 feet wide.

In addition to an elevated paththe lakefront itself.

way over Grand Avenue and Illinois Street, the city now plans to widen the sidewalk across the Chicago River bridge to the south, cutting a hole in the Lake Shore Drive bridge towers to accommodate another lane of foot and pedal traffic.

Left unclear is a source of funds, as well as a design for the middle portion of the project, between Navy Pier and the river. The pathway's central segment cuts the site of the Chicago

the site of the Chicago Spire, whose developers suspended construction when real estate financing dried up last year.

Originally, the city, state and the Spire's developers planned to pay for building that part of the pathway and renovating the park, but that's now on hold, too.

"If the Chicago Department of Transportation is looking at a bike path, funding would include a bike path," says a spokeswoman for the Spire's Sherbourne Development Group, referring to the firm's \$9.3-million commitment to refurbish the park. "We expect the project to move forward as planned. We will probably have some more news soon."

Contact: pmerrion@crain.com

Rob Stafford Headlines Sunday nights on NBC 5 News Allison Rosati Weeknights at 5,6 &10pm falling. Heating While all

tabs set to go lower

GAS from Page 2

it should be good."
He notes, though, that rents are

CITY RESIDENTS PAY MORE

should benefit, Chicago residents for now continue to pay more than many in the suburbs. As it was last winter, the cost of gas at Peoples, which the utility passes through without markup or customers, is noticeably higher than at Naperville-based Nicor. For the first nine months of 2009, Peoples' customers are paying about 56 cents per therm gas cuit, Chicago customers

for gas, 22% more than Nicor's

"The historical difference between the Peoples gas price and the Nicor gas price is of great concern to us," says David Kolata, executive director of Chicago consumer watchdog Citizens Utility Board. "I think consumers

Mr. Zack, the gas supply executive at Peoples' parent, says he doesn't know the answer. He speculates that Peoples locks in the price of more gas sooner than need a good explanation for why that is."
Mr. Zack, the gas supply execsays II.

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Watch